

**WARNING**

On models with a CDI ignition system, if it is necessary to hold the high voltage lead, do so with an insulated pair of pliers. The high voltage generated by the CDI could produce serious or fatal shocks.

4. If the spark is good, check for one or more of the following possible malfunctions:

- a. Obstructed fuel line.
- b. Leaking head gasket.
- c. Low compression.

5. If spark is not good, check for one or more of the following:

- a. Weak ignition coil.
- b. Faulty contact breaker points (models so equipped).
- c. Weak CDI pulse generator (models so equipped).
- d. Broken or shorted high tension lead to the spark plug.
- e. Loose electrical connections.
- f. Loose or broken ignition coil ground wire.

Engine Is Difficult to Start

Check for one or more of the following possible malfunctions:

- a. Fouled spark plug.
- b. Improperly adjusted choke.
- c. Contaminated fuel system.
- d. Improperly adjusted carburetor.
- e. Weak ignition coil.
- f. Faulty contact breaker points (models so equipped).
- g. Weak CDI pulse generator (models so equipped).
- h. Incorrect type ignition coil.
- i. Poor compression.

Engine Will Not Crank

Check for one or more of the following possible malfunctions:

- a. Broken recoil starter.
- b. Seized piston.
- c. Seized crankshaft bearings.
- d. Broken connecting rod.
- e. Locked up transmission or clutch.

ENGINE PERFORMANCE

The following check lists assume that the engine runs, but is not operating at peak performance. This will serve as a starting point from which to isolate a performance malfunction.

The possible causes for each malfunction are listed in a logical sequence and in order of probability.

Engine Will Not Idle

- a. Carburetor incorrectly adjusted.
- b. Fouled or improperly gapped spark plug.
- c. Leaking head gasket.
- d. Ignition timing incorrect.
- e. Incorrect contact breaker point gap (models so equipped).
- f. Weak or faulty pulse generator (models so equipped).
- g. Valve clearance incorrect.
- h. Obstructed fuel line or fuel shutoff valve.

Engine Misses at High Speed

- a. Fouled or improperly gapped spark plug.
- b. Improper ignition timing.
- c. Improper valve clearance.
- d. Improper carburetor main jet selection.
- e. Clogged jets in the carburetor.
- f. Weak ignition coil.
- g. Incorrect contact breaker point gap (models so equipped).
- h. Weak or faulty pulse generator (models so equipped).
- i. Obstructed fuel line or fuel shutoff valve.

Engine Overheating

- a. Obstructed cooling fins on cylinder head and cylinder.
- b. Improper ignition timing.
- c. Improper spark plug heat range.

Smoky Exhaust and Engine Runs Roughly

- a. Carburetor adjustment incorrect (mixture too rich).
- b. Choke not operating correctly.

- c. Water or other contaminants in the fuel.
- d. Clogged fuel line.
- e. Clogged air filter element.

Engine Loses Power

- a. Carburetor incorrectly adjusted.
- b. Engine overheating.
- c. Improper ignition timing.
- d. Incorrectly gapped spark plug.
- e. Weak ignition coil.
- f. Faulty contact breaker points (models so equipped).
- g. Weak CDI pulse generator (models so equipped).
- h. Obstructed muffler.
- i. Dragging brake(s).

Engine Lacks Acceleration

- a. Carburetor mixture too lean.
- b. Clogged fuel line.
- c. Improper ignition timing.
- d. Improper valve clearance.
- e. Dragging brake(s).

ENGINE NOISES

1. *Knocking or pinging during acceleration*—Caused by using a lower octane fuel than recommended or by poor fuel. Pinging can also be caused by using a spark plug of the wrong heat range. Refer to *Spark Plug Selection* in Chapter Three.

2. *Slapping or rattling noises at low speed or during acceleration*—May be caused by piston slap (excessive piston to cylinder wall clearance).

3. *Knocking or rapping while decelerating*—Usually caused by excessive rod bearing clearance.

4. *Persistent knocking and vibration*—Usually caused by excessive main bearing clearance.

5. *Rapid on-off squeal*—Compression leak around cylinder head gasket or spark plug.

EXCESSIVE VIBRATION

This can be difficult to find without disassembling the engine. Usually this is caused by loose engine mounting hardware.

FRONT SUSPENSION AND STEERING

Poor handling may be caused by improper front tire pressure or uneven rear tire pressure, a damaged or bent frame or front steering components, a worn front fork assembly, worn wheel bearings or dragging brakes.

BRAKE PROBLEMS

A sticking drum brake may be caused by worn or weak return springs, dry pivot and cam bushings or improper adjustment. Grabbing brakes may be caused by greasy linings which must be replaced. Brake grab may also be due to an out-of-round drum. Glazed linings will cause loss of stopping power.

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